



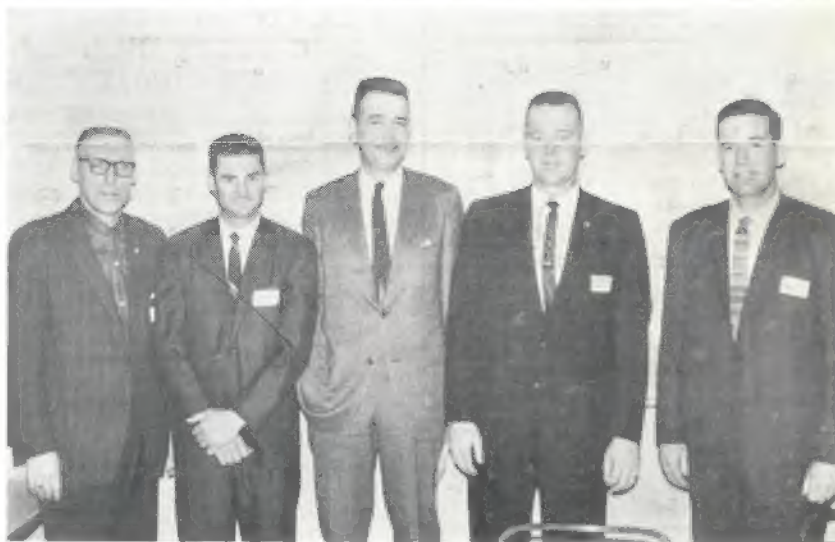
Volume 16, No. 5

May, 1965

MPA ELECTS R. A. TAYLOR PRESIDENT NAMES CHARLES BOWMAN, PILOT OF THE YEAR

At the very successful convention held in Lewistown on April 30, May 1 and 2, the Montana Pilots Association elected Robert A. Taylor of Chinook President for the coming year—John Vance, Helena, Vice President and Jack Barrow, Chinook, Secretary. The new Board of Directors will be C. D. Markle, out-going president; Tom Crum, Columbia Falls; Dan Ibey, Dillon; and Willy Rimby, Lewistown.

Charles Bowman, of the Agricultural Engineering Department of Montana State College at Bozeman was named "Pilot of the Year." Bowman, an ardent aviation booster, was given the award primarily based on two of his accomplishments: 1. His efforts on behalf of the introduction of Bill 347 during the 1965 Legislature relative to aircraft registration in lieu of the personal property taxes. 2. His assistance in developing the process of the Snow Survey by Air, the development of his system has eliminated much of the tedious ground work involved in measuring the water content of the snow pack on mountain watersheds and is accomplished through the use of a small radioactive isotope on the ground with a digital



Left to right, newly elected state Secretary, Jack Barrow; out-going President, C. D. Markle; new Vice President, John Vance; and President, Robert Taylor; Mr. Carl "Bill" Bell, Montana Aeronautics Commissioner.

counter and associated equipment in a light plane. The development of the Snow Survey Air Program began in 1963 and has proven to be highly successful.

Jim Wysel, son of Mr. and Mrs. Mark Wysel of Lewistown was named "Junior Pilot of the Year." Jim was honored for not only his aeronautical accomplishments and the fact that Jim has retained top scholastic rating throughout his pilot training but the

particular feat of making a cross-country flight in a Piper 18 Super Cub from Montana to Arkansas.

Mr. William Piper, senior, was the featured guest during the convention and main speaker for the Saturday evening banquet.

SATURDAY'S EVENTS

The official business session conducted by C. D. Markle commenced at 9:00 A.M. with introductions and

(Continued on page 2, col. 3)

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of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Gordon Hickman, Chairman
Walter Hope, Vice Chairman
Carl W. (Bill) Bell, Secretary
Herb Jungemann, Member
E. B. Cogswell, Member
Clarence R. Anthony, Member
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DIRECTORS COLUMN



"FATAL FACTS"

Although National statistics show us that—the number of accidents, the accident rate per million miles and the fatal accident rate per million miles continue to decline and progress is continually being made toward safer flying, Montana's accident rate has reached an alarming number! Unfortunately, but true, it is necessary that we, the Montana pilots, take a long look at our 1964/1965 accident statistics.

Let's bear in mind that air traffic increases daily now that spring is here and summer is right around the corner and that the problems and any adverse weather conditions characteristic of these seasons also increase daily. Perhaps right now is the time for each of us to review our own flying and safety precaution habits.

The following are a few standard and seasonal safety reminders:

- Do fly as a VFR pilot if you are a VFR pilot—Don't forget the time-honored 180° method of survival.
- Do remember, summer's "hot, high and humid" conditions.
- Do have the utmost respect for thunderstorms, they are dangerous. Don't fly into or near them.
- Do reduce airspeed in turbulence.
- Do get a weather briefing before

taking off on any cross country flight. Don't assume that weather will be as it usually is, or recently was, or as you wish it to be.

- Do remember to PLAN! The human factor is still the greatest cause of accidents. Don't become a "pusher" lest you become a "statistic."
- Do remember your aircraft. Spring is fixup time, have that inspection and any necessary maintenance immediately.

HERE ARE THE FACTS

61 / 37

16 / 14

15 / 7

The above box denotes the following statistics:

	Accident Total	Fatalities
1964 Total	61	37
'64 As of this date	16	14
'65 As of this date	15	7

CUSTOMS OVERTIME CHARGES BILL TO SENATE COMMITTEE

Senator A. S. "Mike" Monroney (Okla.) has introduced Congressional Bill S 1596 concerning the customs overtime charges to civil aviation.

It has been shown that private aircraft pay as much as \$46 for overtime—clearance by U. S. Customs officers for a job taking less than one hour, yet similar bills introduced in both the Senate and House over the years have been beaten in committee.

The bill has been sent to the Senate Commerce Committee and all interested persons are urged to request support of Senate Bill 1596, by contacting Senator Warren G. Magnuson, (Wash.) Committee Chairman, or Senator Monroney.

HALABY RESIGNS McKEE APPOINTED FAA ADMINISTRATOR

President Johnson appointed William F. McKee, a retired Air Force general as Federal Aviation Agency administrator upon the resignation of Najeeb E. Halaby.

Charles S. Murphy was appointed Chairman of the Civil Aeronautics Board replacing Allan Boyd. Mr. Murphy is currently undersecretary of agriculture.

MPA (Continued)

reports. The following special reports were given:

Federal Aviation Agency—J. Johnson and Mr. E. G. Basil, FAA Central Region Office, Kansas; reporting on FCA TVOR-LRGO, Havre and West Yellowstone—FSS Modernization Program and Airway User Charges.

Montana Aeronautics Commission: Charles A. Lynch, Director—Projection on MAC's Funds Structure.

Montana Aviation Trades Association: Walter Hensley, Havre.

Montana Flying Farmers & Ranchers: Mrs. Clay Greening.

Ladies Ninety-Nines: Elsie Johnson, President.

MPA officers and representatives of attending local hangars.

The financial report was given by Secretary Pearl McGill of Glasgow, followed by Committee Reports from: John Vance Helena, on Student Loan Program.

Charles Bowman MSC, on Legislative Session.

Herb Sammons Cut Bank, on Primitive Area Development.

Mitch Etchart Glasgow, on Fall Fly-In (Location will be Red Lodge).

Jim Rothrock on Convention City for '66. (After an enthusiastic campaign Livingston was awarded the site.)

Nominations Report was given by Herb Sammons and unanimously accepted.

The resolutions report was given by John Vance.

The remainder of the meeting was devoted to matters of new business and open discussion. Meeting was adjourned.

10:00 A.M.—Meanwhile the ladies enjoyed a coffee hour and fashion show which was held at the Snow White Cafe.

12:30-3:00—A Fly-In Barbeque was held at Winifred and although the weather turned a "wee bit" poor, 19 aircraft flew in for the barbeque and the remaining participants arrived by automobile. Jim Karro, Fergus County Undersheriff, presented a trick roping demonstration that truly thrilled his audience. Jim is nationally known for his talent having traveled a number of years with the Cole Brothers Circus and he recently appeared on the Johnny Carson TV show. Mr. Paul Linehan of the Lewistown FAA FSS did a fine job in handling the UNICOM for the Fly-In at Winifred.

3:00-5:30 P.M.—Over one third of the convention group, including Mr. Piper, thoroughly enjoyed a tour through the Lewistown Radar Base.



Mr. William Piper, Senior, receiving an appreciation plaque from Lewistown Hangar President, Leon Jacobs.



Junior Pilot of the Year, Jim Wysel receiving his award from Chet Sammons, 1964 recipient of the Pilot of the Year. Unfortunately, Mr. Bowman this year's Pilot of the Year, was unable to remain for the presentations.

SATURDAY EVENING

The banquet, held at the Yogo Inn's Sapphire Room drew approximately 300 persons with host-hanger President, Leon Jacobs, acting as Master of Ceremonies.

Mr. Piper gave an interesting and highly entertaining talk on the history of U. S. transportation. He cited a number of the difficulties in the perfecting of early aircraft. Mr. Piper stated that the private aircraft is the most unrestricted means of transportation available and continued to describe the high rate of increase in general aviation.

FAA personnel from Great Falls presented a well-done and informative skit depicting VFR flights and also the procedures followed when a VFR pilot becomes temporarily disoriented. The skit was narrated by Loren Foot, chief of the Great Falls RAPCON.

SUNDAY

A nice sunny day arrived for an event-packed May 2. Approximately 200 transit pilots in addition to local hangar members attended a no-host breakfast preceding the days events which included:

Penny a Pound Rides—Bomb Drop (won by Jim Kruger of Cut Bank)—Spot Landings (won by Larry Udelhoven of Winifred)—Four members of the Billings Parachute Club demonstrated 20-second delayed jumps. They jumped in pairs from an Aeronca Sedan owned and piloted by Frank Bass.

Also featured was a Fly-By of new '65 aircraft including a 400 Commanche flown by John Gallager of Gillis Aviation, Billings—A 310-J flown by Tom Lynch of Lynch Flying, Billings, a Cessna Skymaster flown by Jim Rothrock of Lynch Flying and two Mooney Super 21s piloted by Ron Schuup, District Manager for Mooney and Ralph Young, Montana Airmotive of Billings. 2-L19s presented a Slow Fly-By and 3 Jet F89s demonstrated a Fast Low Fly Over.

Activities were ably carried on by members of the local hangar with the assistance of members of the 694th Radar Squadron stationed in Lewis-

town. Willis Todd gave an excellent Aerial Crop Dusting demonstration.

Displays were furnished by The Montana Aeronautics Commission, Mooney, Cessna, U. S. Air Force and the Lewistown Model Airplane Club.



Willy Rimby of Skycraft and Frank Bass, Montana's Flying Auctioneer, were kept busy throughout the Convention and Sunday Skycraft was the center of activities while Frank announced the events.

Notes: 75 transit aircraft were counted on the field during the convention with a great number being twin engine models. On Sunday, 300 radio contacts and approximately 400 airport advisories were made.

A most hearty "congratulations" go to the officers of the Central Montana Hangar; Leon Jacobs, Norm Colman, Bob Cook, Willy Rimby, Frank Bass and Mark Wysel, their committees and the Auxiliary for a highly successful and fun-filled convention. Twas a job well done! !!!!



Mr. Jim Karro exhibits his trick roping skill before a portion of the group attending the Winifred barbeque.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Bozeman

The Gallatin Field Airport Board is now planning for a project consisting of rebuilding their central taxiway into the Administration Building. This will be a local, federal project and it is estimated to cost \$25,000. Morrison and Maierle of Helena are the consulting engineers.

Miles City

The Miles City Airport Commission has made a request to the FAA for a local, state and federal project that would rebuild the central taxiway on the Miles City Airport. The local Commission has made application for a loan from the Montana Aeronautics Commission in the amount of \$12,000, this loan would be used for matching funds on this project.

Eureka

Volunteer labor and equipment is now in the process of improving the Eureka Airport. The engineering department of the Montana Aeronautics Commission has given some technical assistance on this job. The project consists of extending the north/south runway approximately 300 feet to the south. Fred King and William Fewkes of the Eureka area are the main promoters of this project.

Dillon

The Beaverhead Aeronautics Board has made application to the Montana Aeronautics Commission for a preliminary engineering grant in the amount of \$1,000 and a loan for \$5,000. The Beaverhead Board has made a request to the FAA for a project consisting of resurfacing the north/south runway and constructing an apron and taxiway, total cost of this project is estimated to be \$40,000. Morrison and Maierle, consulting engineers of Helena are designing the project.

Yellowstone

The new airport at West Yellowstone is rapidly losing its snow cover.

It is expected that May 17 will be the opening day for this airport at which time Big Sky Aviation Inc., Flight Operators on this airport will be open for business, with all aviation services available. Western Airlines will have their inaugural flight on June 12, 1965 the same day as the official opening and dedication ceremony.

Winnett

A meeting will be held with the Petroleum County Commissioners on May 3 in Winnett. The purpose of this meeting is to initiate a general aviation utility airport for that location.

Hysham

Two locations at Hysham are now under study by the Montana Aeronautics Commission and the Treasure County Commissioners for a new general aviation utility airport. Pending property availability this project will be completed this year.

Worden

A meeting was held in Worden on March 17 for the purpose of discussing the general aviation utility airport program with the Montana Aeronautics Commission. Interested parties in Worden are now in the process of contacting the County Commissioners of Yellowstone County in hopes that they will sponsor this type of airport development to serve that area.

Glendive

The Glendive Airport Commission has requested that the Federal Aviation Agency conduct a site investigation in the immediate vicinity of Glendive. If the Civil Aeronautics Board rules in favor of Frontier Airlines continuing service at Glendive, the Glendive Board will propose a new airport location to accommodate the Convair 580.

Libby

Engineering is now being rapidly completed by Wenzel Engineering firm of Great Falls for an airport at Libby in Lincoln County. A request for aid will be made to the FAA in the near future and it is expected that this local, state and federal project will get underway this summer.

Great Falls

The Great Falls International Airport will be under heavy construction this summer. They have plans for a project of rebuilding the parallel taxiway and a portion of runway 3/21. The total cost of this project is estimated to be \$635,000. The FAA will open bids for the construction of a new control tower on Great Falls

International on May 10 in Washington, D. C. This 90 foot tower will be underway this summer.

Polson

The City County Airport Board at Polson has made a request for Federal and State aid to improve the Polson airport. The project will consist of acquiring approximately 30 additional acres of land and extending and paving their existing runway to a total length of 3,500 feet. The MAC loan in the amount of \$58,587 has been approved. A preliminary engineering grant in the amount of \$1,000 from the Aeronautics Commission has also been approved. Morrison and Maierle consulting engineers of Helena are designing this project. Total cost is estimated to be \$126,998.

Billings

The City Airport Commission at Billings has made a request for Federal aid to build a parallel taxiway adjacent to runway 9/27, and light runway 16/34 and runway 4/22. Total cost of this project is estimated to be \$381,300. The United States Air Force is now advertising for bids to be opened May 27 for building a 1,000 foot paved over-run on runway 9/27. This over-run will better accommodate the Air Force jets that are stationed at the dispersal center at Logan Field.

Butte

The Silver Bow County Airport Commission at Butte has made a request to the FAA for improvements on the Silver Bow County Airport. The projects will consist of obtaining a Clear Zone on runway 11/27 and rebuilding a portion of that runway. Total cost of the project is estimated to be \$102,765.

Missoula

The Missoula County Airport Commission has retained the F. K. Steel Engineering Company of Great Falls to design a high intensity lighting system for the Missoula County Airport. The high intensity lights will be placed on runway 11/29 and also adjacent taxiways will be lighted. The Missoula County Airport Commission has made a preliminary engineering grant request to the MAC for \$650. This grant was approved. The total cost of this lighting project is estimated to be \$108,000.

Choteau

The Choteau Airport Commission has made a request for aid with the FAA for an airport redevelopment project. This project will consist of extending and paving the northeast/

southwest runway, paving a north-south taxi strip and aircraft apron. The runway will be lighted and the airport fenced. An airport water system is also planned within the project. The Montana Aeronautics Commission will loan \$10,000 to the Choteau Airport Commission to aid in the financing of this \$61,723 local, state and federal project. Engineering on this job has been substantially completed by Wenzel and Company of Great Falls.

Montana Airport Management Assn.

The MAMA Annual Meeting will be held in Helena on May 17. This one day event will be held at Jorgensons from 8:30 A. M. to 5:00 P. M. All airport managers and airport board members are urged to attend this worthwhile one day conference. Many interesting topics will be discussed that day.

FAA RESCINDS FSS COMMUNICATIONS REQUIREMENT

The rule requiring pilots of radio-equipped aircraft to maintain communications with a flight service station when they are within a five-mile radius of an airport on which a station is located has been rescinded by the Federal Aviation Agency effective May 17.

In taking the action, FAA said the rule is inconsistent in its application. It affects only pilots of radio-equipped aircraft. They must comply with the rule or be liable for violation. There is no similar obligation imposed on pilots flying aircraft not equipped with radios.

In addition, the rule is extremely difficult to enforce since it also excludes pilots of aircraft with inoperative radio equipment.

FAA believes that the purpose of the rule, which was to make flight service stations a centralized source for airport advisory service at fields without a control tower, can be achieved by making communications with the station a voluntary rather than a mandatory function.

The airport advisory program, therefore, will be continued on a voluntary participation basis. Pilots are encouraged to avail themselves of this service.

The rule change is based on a Notice of Proposed Rule Making (Notice 64-46) issued October 7, 1964. It affects Part 91 of the Federal Aviation Regulations.

SPEAKING AS AN AIRPLANE OWNER

By Ernest Tooke

Ekalaka, Montana

Many Montana pilots have the privilege of owning their own personal airplane. An airplane is certainly a very useful machine, either for business or personal pleasure.

Some of the plane owners might have given considerable thought to the useful value of their airplane. Speaking for myself, it would be difficult to determine the useful value of an airplane in terms of dollars and cents.

I live on a ranch covering some 25,000 acres near Ekalaka in southeastern Montana. The majority of our land is located in the rugged Powder River Badlands. The range is stocked with cattle, sheep and horses.

The only effective way to ride herd over the livestock grazing throughout this type of terrain is to use an airplane. The saddle horse will never be replaced by any machine, but for a fast, sure method of checking on livestock, the airplane is the answer to the rancher's needs.

I can cover more ground in twenty minutes of flying time than I could cover on a saddle horse in eight hours. After checking the pastures by air, I know the location of every animal. It is impossible to ride horseback through country such as the Powder River Badlands and find everything you are looking for. There is just too much rough country to observe. Cattle grazing the bottoms of canyons are easily overlooked when checking on horseback. With an airplane it is an easy task to locate all of the animals in each pasture.

On certain occasions we also use an airplane to haze wild horses out of the badlands.

During the summer months my rodeo livestock performs at rodeos throughout several states. I travel to most of the rodeos by plane as it is much faster. Travel is a pleasure when an airplane is used, and I feel considerably safer 5,000 feet above the ground than I do traveling by automobile. Driving a car down a highway is similar to playing Russian roulette. The amount of automobile accidents and resulting deaths have reached frightful totals and new records are set every year.

As an example of time saved, I flew to the Red Lodge rodeo last

summer in one hour and forty minutes. The same trip takes six and one half hours by automobile.

This past winter and spring will be long remembered. There has been more disagreeable weather beginning with November 13th, and lasting through April, than at any other time historians can recall. Winter began November 13 with two feet of snow on the ground, followed by severe cold, blizzards, and more snow. The snow finally melted the last week in March, resulting in an abundance of mud and water. Rain, snow and miserable weather have continued to plague the area all through April.

For the months of winter and spring, motor vehicle travel has been restricted due to adverse road conditions. Snow plows were in operation continuously during the winter, but all too frequently the roads that were plowed open would blow shut within a few hours. Vehicles were stuck, or broken down most of the time. With the coming of spring, road conditions got worse instead of better. However, if you have the good fortune to be able to travel with an airplane, you have no problem with bad roads. I flew a ski equipped airplane throughout the winter and traveled wherever I wished. I never had to shovel my car out of a snowdrift, walk ten miles for a tractor, or put up with any other problems that confronted the motorist.

With the advent of spring, my landing fields were restricted to hilltops, but I was able to travel when motor vehicle travel was at a standstill.

We skip back to the original question, how much of a useful value do we place on our airplanes. If every plane owner reading this gets as much use and enjoyment out of his flying machine as I do mine, they might be thinking the same thought I am. I think the only improvement over having one airplane to use, is to have TWO AIRPLANES to use!

FOR SALE: 1957 Cessna 172, 206 SMOH—Full Panel. Contact: Edmund Harrison, Anaconda Sky Lodge, Anaconda, Montana. Ph. 563-3487.

FOR SALE: Cessna 120—all electric—VHT-3 radio, nav. and landing lights—Full Panel—Sensenich metal climb prop—oil filter—658 since chrome major—fabric second green—will sell with or without canvas wing protector—Federal skis and ski carriers that permit both wheels and skis to be carried (must land to change from wheels to skis or vice-versa) PRICE \$2,300 or best offer. Contact: Warren Thacker, 744 Terry Avenue, Billings, Montana. Phone 232-4215 after 5:00 P.M.

Letters to the Director

Dear Mr. Lynch:

We have completed the evaluation of the comments resulting from the proposal to decommission the airway light beacons. A brief resume of the comments follows for your information:

Notices were sent to the regular Airspace mailing list and 2,300 registered pilots of Montana.

Total comments received—43

Comments from organizations—8

1. Air Force, no objections, decommission all.
2. Soaring Society of America, no objections, decommission all.
3. National Business Aircraft Association, no objections, decommission all.
4. ATA, use being made of Spokane Hill, Homestake Pass, University Mountain and Sherman Gulch.
5. Deer Lodge Airport Board, request Deer Lodge beacon be given to them.
6. Army, National Guard, request to retain Deer Lodge.
7. Johnson Flying Service, Missoula, retain Group II.
8. State of Montana Aeronautics Commission, keep all except first 10 of Group I.

Comments from pilots—35

2. Advised no need for any beacons.
4. From pilots not doing night flying, generally in favor of keeping all beacons.
1. Inactive pilot, no opinion.
3. General statements in favor of keeping all beacons.
25. Specific comments from pilots. Sixteen civil pilots and nine National Guard pilots from Helena listed specific information on the use of beacons.

These comments indicated very little use is being made of the Group I beacons other than as airport beacons with the exception of No. 11 Silver Bow and No. 12 Bull Mountain. They also indicated that very little use is being made of the following Group II beacons:

- # 3 Whitetail Creek
- # 6 Canyon Springs
- #11 Billings
- #16 Piper
- #20 Bonita
- #24 Thompson Creek
- #25 Saint Regis
- #26 Saltese
- #27 Lodge Grass

We feel that the response from 35 of the 2,300 registered pilots contacted indicated very little interest in retention of the beacons and makes it very difficult to justify retention.

We propose to decommission all of Group I beacons with the exception of Silver Bow and Bull Mountain, and the Group II beacons listed above.

You previously requested to assume ownership of the beacons we decommissioned. We will continue to operate all of them until July 1, 1965. Meanwhile agreements for transfer of ownership of the beacons should be concluded with our installation and material division.

Sincerely yours,
(sgd) Edward C. Marsh,
Director FAA Central Region

DEDICATION WILL HAVE TEMPORARY TOWER

Lud G. Hodge, Chief, Helena CS/T has announced that personnel from the Helena Combined Station/Tower will operate a temporary tower for 3 days (June 11-12-13) during the dedication of the West Yellowstone Airport. They will have transmit and receive capabilities on 118.9 mc and 121.5 mc and will also be able to receive on 122.5 mc.

The temporary tower will be located on top of the equipment building just north of the Administration Building.

Hours of operation will be:

June 11	Noon	to 8:00 P. M.
June 12	7:00 A. M.	to 8:00 P. M.
June 13	7:00 A. M.	to 6:00 P. M.

If you have any trouble with communications, watch for a light signal! See you in "WEST."

GT. FALLS HANGAR COMPLETES MARCH OF DIMES FLIGHTS

The Great Falls Hangar of the Montana Pilots Association completed their 2½ cents per pound flights for the 1965 March of Dimes Fund.

The flights commenced on March 21st had to be postponed due to bad weather and were completed on April 10th and 11th. 10 Aircraft and pilots were furnished by the local hangar and flew over 25,000 pounds of persons. The group grossed over \$600 and are pleased to be able to equal their '64 donation of \$500.

MAC congratulates the Great Falls Hangar for their efforts on behalf of a worthwhile campaign.

FLIGHT SCHOOL REPORTS

The commercial pilot training course being conducted since January at the Helena Airport under the sponsorship of the Helena Senior High School's Department of Aeronautics and federally funded by the Manpower Development and Training vocational program is operated jointly by the Employment Service and the State Department of Public Instruction.

With approximately 4 weeks of training remaining, the progress of the school has been very rewarding to the instructors, the participating departments and certainly to the trainees. The progress report as of this date is as follows:

All 15 trainees have received their Private Licenses.

4 have received their Commercial Ratings.

5 have passed the Flight Instructors Written.

1 has passed the Instrument Flight Instructors Written.

2 have passed the Ground Instructors Written.

The average for the three written examinations were:

Private, 85; Commercial, 85; and Instrument, 90.

250 hours of ground school were completed with Don Monforton instructing the Private; Bruce Jordan and Gail Keilman instructing the Commercial and Instrument portions.

150 hours of flight, per student, has been accomplished thus far, with the Flight portion instructed by; Jeff Morrison, Bruce Jordan and Gail Keilman.

The trainees in addition to completing the flight portion are presently taking Technical Writing, Powerplant and Electrical Systems from Mr. Bill Korizek and Dick Rundell of the Aeronautics School staff.

Graduation has been set for June 4th.

FOR SALE: 1959 Skylane—680 hours T.T.—Full panel—Mark II ADF—like new condition. Contact: Dan Gliko, Belt, Montana. Phone: 227-3255 or 227-3293 after 6:00 P.M.

FOR SALE: Aeronca Sprayer—Fiberglass 70 Gal. belly tank—135 Lyc. Licensed, Part 8-only. Contact: Flight Line, Inc., Belgrade, Montana or Phone: 388-6723.

FOR SALE: Aeronca Sprayer, Sorensen-90 gal. belly tank—115 Lyc. Licensed Std. and Restricted. Contact: Flight Line, Inc., Belgrade, Montana or Phone 388-6723.

Many wise words are spoken in jest, but they can't compare with the number of foolish ones spoken in earnest.

CAB PROPOSES GRANT OF AUTHORITY TO AIR TAXI COMPANIES TO CARRY MAIL AND AN INDEFINITE EXTENSION OF THEIR OPERATING AUTHORITY

By Charles Smith
Commission Attorney

On April 7, 1965, the Civil Aeronautics Board issued a proposal to extend the operating authority of air taxi companies indefinitely, and, under certain conditions, authorize them to carry mail.

The board revealed that there are now between 2,000 and 3,000 air taxi operators in the United States, of which approximately 60 are providing scheduled service. Air taxi operations are restricted to the use of aircraft having a maximum take-off weight of not more than 12,500 lbs. unless special circumstances warrant an exemption. The Board stated that these carriers have become an established part of the transportation system.

The board's action was in the form of a proposed amendment to Part 298 of its own economic regulations, which pertains to the classification and exemption of air taxi operators. Part 298 will expire on December 31, 1965. The board pointed out, however, that "our present intent is that the extension (of Part 298) should be made for an indefinite period, thus avoiding the administrative burden of periodic extensions."

After informal discussion with the Post Office Department, the board said it believes that there are a number of communities which are not served by certified air carriers which would be benefited if air taxi operators had blanket authority to carry mail. However, in proposing to grant this blanket authority, the board imposed the following conditions:

- (1) That there must be a final mail rate in effect for the carrier covering the particular service.
- (2) That the service must be rendered solely on a non-subsidy basis.
- (3) That existing CAB procedures for establishing final mail rates would be used.
- (4) That air taxi companies would not be operative in markets where a certified route carrier was currently authorized to provide service.

The board also noted that there is on file a petition requesting route

protection for air taxi operators. The board found, however, that no drastic change in the basic regulatory technique established for air taxi operators was warranted. The board pointed out that its present policy with respect to air taxi operators consists of unlimited freedom of entry into the field and a minimum of government regulation. Thus, air taxi operators are not subjected to the detailed regulation of rates, fares, charges, and services which is applicable to air carrier operators or larger aircraft. "And our experience over the years," the board concluded, "has been that reliance upon competition and unlimited entry have permitted the development of a viable air taxi industry which has provided transportation services with relatively few complaints from the public and other carriers."

Interested persons may participate in the proposed rule-making through submission of ten (10) copies of written data, views or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D. C., 20428. All relevant material and communications received on or before May 24, 1965, will be considered by the board before taking final action on the proposed rule.

(Author's Note: This news item is presented in lieu of my usual article "A Case In Point.")

INDIANAPOLIS RACE DAY SPECIAL VFR AIR TRAFFIC PROCEDURES

Due to the large volume of VFR traffic anticipated in the Indianapolis area on Race Day, May 31st, the Federal Aviation Agency has established special procedures to maintain a safe and orderly flow of air traffic.

Any Montana Pilot planning to fly private aircraft to Indianapolis for this annual racing spectacle may obtain a copy of the procedures for the airport to be used by contacting the Montana Aeronautics Commission. We will forward you a copy immediately.

FOOD FOR THOUGHT

It is an absolute and foregone conclusion that a non-instrument pilot, when faced with actual instrument conditions will lose control of his aircraft somewhere between 30 seconds and 6 minutes after entering bad weather.



CALENDAR

May 8, Spokane, Washington—Dedication Ceremony of the new air terminal of Spokane International Airport, 2:00 P. M., Saturday.

May 14, Helena—Montana Aeronautics Commission regular monthly meeting.

May 15—United States Armed Forces Day.

May 17, Helena—Montana Airport Management Association 7th Annual meeting to be held at the Holiday Inn.

May 26, 27 and 28 Nassau Bahamas—The 15th All Women's International Air Race, sponsored by the Bahamas Ministry of Tourism with the Florida Women Pilot's Association directing. For additional information contact Mrs. Vera Brantz, race chairman, 1840 S. W. 85th Avenue, Miami, Florida.

May 31 Indianapolis, Indiana—Indianapolis Race Day (see article.)

June 12, West Yellowstone—Dedication of Yellowstone Airport and the inaugural flight of Western Airlines scheduled service.

June 13, Plentywood—Sherwood Airport Fly-In Breakfast (lots of hotcakes ham, eggs, milk and coffee.)

June 25, Pendleton, Oregon—INAC Board Meeting.

June 25, 26, 27, Pendleton, Oregon—"The Pendleton 100" International Championship Stock Plane Races. Time trials on Friday, June 25. Elimination heats on Saturday, June 26. Final 100 miles "Pendleton 100" Race on Sunday, June 27. Entries open until Wednesday, June 23.

July 5, Sidney—Fly-In Breakfast and Air Show.

July 16, Livingston—Fly-In and Play Golf.

July 24, Montana—The second "Big Sky Race" sponsored by the 99's. Open to all women pilots. The route of the race will be: Missoula-Kalispell (FC A/P) Valier-Havre to Great Falls.

August 7 & 8 Livingston—Fly-In and Beef Barbeque. National Fish Derby to be held the same day. Fly in and enjoy the barbeque and derby.

Sept. 23, 24 & 25, Portland, Oregon—INAC Annual Fall Meeting.

Oct. 2, Grand Haven, Michigan—The 10th annual Michigan Small Race,

MPA VISITATIONS

Flathead Hangar

MAC Assistant Director, James Monger, attended the April 7th meeting of the Flathead MPA Hangar held at the Viking Lodge on Whitefish Lake. A smorgasboard dinner was served to the attending 35 members and wives.

Art Whitney, President of the Flathead Hangar, presided over the business session and the following topics were discussed:

Summer Fly-Ins at Meadow Creek, Penny-A-Pound Rides at the Flathead County Airport, the possibility of promoting the Cranbrook British Columbia Chamber of Commerce into co-sponsoring a border crossing airstrip north of Eureka at the border crossing station of Roosevelt.

A discussion was held on the possibility of relocating the Unicom radio at the Flathead County Airport from the Flight Operator's office to the U. S. Weather Bureau office where 24 hour coverage would be available.

Mr. Monger's presentation covered proposed airport development in Montana for 1965-66. Jim stated that this period will be one of the greatest years in the history of Montana for airport redevelopment and new construction. Jim spoke primarily on the airport construction pending for northwestern Montana with main projects being the proposed emergency strip at Marias Pass; the new airport for Libby; the runway extension and paving project at Polson; the work that is being done on runway extension at Eureka and the proposed runway extension for Flathead County Airport.

Mr. Monger reported that the airstrip at Whitefish will be improved this spring by building lateral drain ditches along the runway to contain the high water runoff from adjacent farm fields. He continued, that the Whitefish airstrip has one of the finest turf runways in the state and with the improved drainage and by keeping all automobile traffic off of the runway, it will be a first class airport this summer.

The proposed FAA TVOR for Flathead and the redevelopment of the Missoula County Airport were briefly mentioned followed by a general discussion period.

Malta Hangar

Sunday, April 11, Jack Wilson,

Safety and Education Officer for the Montana Aeronautics Commission, attended the Malta MPA hangar meeting. Approximately 30 members and guests attended the business meeting which was conducted by President Edwin Nelson.

During the business session, all members were urged to attend the MPA convention in Lewistown and a discussion was held on the Airways User Tax.

Mr. Wilson's presentation covered Navigational Aids, Search and Rescue Procedures and future Airport Development for Montana. Jack expressed his pleasure in being invited to the Sunday get-together and also stated that members of the MAC staff would be available for future meetings.

Following an open discussion period, coffee and dessert were served to the group.

Ideas are like kids—your own are great.

BROWNING—THE LATEST LINK IN MONTANA'S UNICOM NETWORK

Through the combined efforts of Civic organizations in Browning, an Aerotron "UNICOM" was installed in the Tribal Police Headquarters on April 8th, providing air-to ground radio coverage for the area.

Jim Fisher, a local flying enthusiast was instrumental in obtaining the necessary funds for the sponsors share in MAC's Unicom program and the contributions were made by the following Browning clubs.

Lions, Soroptimists, American Legion, American Legion Auxiliary, Jaycees and the Boy Scouts.

The Unicom radio will be manned by the police radio operators and maintenance will be provided by the Aeronautics Commission.

To further assist the pilots, transportation will be provided between Browning and the Star School Airport by members of the Tribal Police, Sheriffs' Office and the Border Patrol.



An interested group watch as Jim Fisher and Jerry Burrows of the MAC staff look over the new license.

Standing on porch, left to right: Les Schauf, President, Lions Club; Hugh Welch, President, Browning Jaycee's; Francis Guardipee, local Scout Master; Clarence Cooper, Border Patrol, and Fred Cobell, Deputy Sheriff.

Standing left to right, in front: Dan Hagerty, Chief of the Tribal Police; John G. Bullchild, American Legion, Sophia Fitzgerald, President American Legion Auxiliary; Kathryn Schmidt, Soroptimists; Edward Aubert, Browning Mayor; Jessie Hamby and Betty Hamby, department radio operators; Burrows and Fisher.

conducted in cooperation with the Michigan State Dept. of Aeronautics and sponsored by the Michigan chapter of Ninety-Nines, international organization of licensed women pilots, will be held at Grand Haven Memorial Airpark. Women pilots with a private license or better are eligible and are invited to enter the race which is a 200 mile round-robin challenge beginning and ending this year at Grand Haven. Contestant will be asked to fly the 200-mile course VFR (visual flight rules) and almost any type land plane is allowed.

October 11-13, Norman, Oklahoma—
The National Airports Conference to be held at the center for Continuing Education University, University of Oklahoma and the American Association of Airport Executives with the active support of the FAA. Persons in all segments of the Aviation Industry should endeavor to participate in this national conference.



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	May	June
Bozeman (Gallatin Field)	13	
Culbertson		2
Glasgow	12	
Glendive		23
Great Falls (International)	6	10
Lewistown		30
Miles City (Municipal)	27	
Missoula	20	24
Sidney	26	

NOTE: Provisions have been made to give private pilot written examination ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:
Bozeman Lewistown
Butte Livingston
Cut Bank Miles City
Dillon Missoula

MAMA MEETING AGENDA

DATE: May 17

LOCATION: Helena—Holiday Inn

TIME: 8:30 A.M.-5:00 P.M.

TOPICS:

The FAA preliminary engineering grant, Montana Aeronautics Commission preliminary engineering grant, airport program, airport zoning, the HHFA 701 planning program, airport authority vs. airport board, possible necessary legislation for airports, agriculture on airports and general airport maintenance. A general discussion period. (Two coffee breaks and a luncheon will be held.)

DIXON FLIGHT COMMEMORATED IN HELENA PARADE



1965 version of a 1911 Curtiss

In the annual Vigilante Parade of the Helena Senior High School, three senior students, searching for an original theme for their float, arrived at the idea of reproducing the Curtiss Company aircraft flown by Cromwell Dixon over the Continental Divide in 1911.

The three students, Larry Mires, Eddie Charlton, and Tony Smith, not only did an unbelievable job of reproducing the aircraft, they were awarded "Most Authentic" float in the parade.

Working from small photos of the early aircraft, the boys used 2x4s as the framework covered with tightly stretched sheeting material and plywood for the prop. A 2½ hp motor turned the prop as it was wing-walked up the main street during the parade. Working for 30 days in their spare time, previous to the eve of the parade, the boys put in a long nite from 7:00 p.m. until parade time the following day completing the craft. The trio, students of the Helena Senior High School Dept. of Aeronautics and Related Trades Department, hope to make further improvements, including adding a motor powerful enough to propel the craft on its own for a later parade to be held in Helena this summer.

The only structural change made was on the ailerons. On the original, they extended two feet past the wing

span which would have made the aircraft overwidth according to parade specifications.

Mr. Gene Dunlop and Mr. Lewis Clouse gave them some technical assistance but the boys completed all the necessary research and labor themselves.

It was a real treat to see an early pioneer of the aviation industry commemorated among the many float memorials depicting nearly every leading industry Montana has today.

"F & E PROJECTS"

The following approximate commissioning dates of principal F & E Projects is from a report of the Federal Aviation Agency, prepared by the Program Management Staff.

Conversion of Existing VOR's to VORTAC

Butte, Montana	Nov. 1965
Cut Bank, Montana	Sept. 1965
Helena, Montana	June 1965

TVOR—Establish

Kalispell, Montana	Aug. 1965
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VHF/UHF DF—Establish

Butte, Montana	Dec. 1965
Great Falls, Montana	Aug. 1965
Missoula, Montana	May 1966

A little voice within us used to be our conscience. Now its a transistor radio.

FAA REPORTS SHOW SECOND YEAR AIRCRAFT OPERATIONS JUMP

Aircraft operations in the U.S. increased 10 per cent for the second consecutive year in 1964 setting a new record, according to figures released by the Federal Aviation Agency.

Terminal and enroute aircraft activity statistics are reported in the publication "FAA Traffic Activity" Calendar Year 1964.

Ten per cent gains for 1964 were made in each of three major categories: Total aircraft operations (takeoffs and landings at 278 airports with FAA airport traffic control towers)—34.2 million; instrument approaches at Air Route Traffic Control Center (ARTCC) areas reached 1,005 million; and IFR (Instrument Flight Rules) aircraft handled at ARTCCs—11.7 million. Services provided by Flight Service Stations and Combined Station/Towers also showed an increase over 1963.

The five busiest airports in terms of total operations were all repeaters from 1963. Counting every landing and takeoff, Chicago's O'Hare led with 460,227 operations, followed by Long Beach (Calif.) 442,620; Van Nuys (Calif.) 386,063; John F. Kennedy International (N.Y.), 367,139; and Los Angeles International, 365,536.

Below are the rank order listings of Montana airports with FAA airport traffic control tower of four operational categories.

Total Aircraft Operations

Tower	Rank	No.
Great Falls,	154	99,675
Billings	172	89,242
Missoula	213	61,129
Helena	264	35,864

Itinerant Aircraft Operations

Billings	146	59,924
Great Falls	154	56,778
Missoula	227	34,541
Helena	264	22,222

Air Carrier Operations

Billings	118	15,798
Great Falls	158	10,481
Missoula	224	3,382
Helena	226	2,919

General Aviation Itinerant Operations

Billings	123	42,999
Great Falls	140	38,694
Missoula	176	30,463
Helena	255	16,099

If you think swimming improves the figure, take a look at a duck.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Goetz, Richard J., Great Falls—AMEL & Instr. (Mil Comp) added to Com.
Jeglum, Howard F., Three Forks—Commercial.
Chesarek, W. D., Billings—Private.
Sullivan, Stephen R., Stevensville—Private.
Watson, Bernard Marvin, Honolulu, Hawaii—Private.
Ross, Jerry Allen, Bozeman—Private.
Hatlie, Guy O., Jamestown, N. D.—Student.
Masak, Frank K., Missoula—Student.
Mulcare, John P., Lincoln—Private.
Carlson, Floyd J., Lewistown—Rotorcraft-H/copter added to private.
Simpson, Robert C., Moore—Rotorcraft-H/copter added to Com. AS-MEL & Instr.
Schmidt, Dana C., Bisbee, N. D.—Private.
Rogers, John W., Lewistown—Rotorcraft-H/copter added to Com. Grumman TBM.
Rieke, Ted William, Wolf Creek—Private.
Roberts, Russell Loyd, Hamilton—Private.
Liebe, Bernice A., Kalispell—Student.
Kern, Edward F., Missoula—Private.
Thorsen, Frank G., Great Falls—Adv. & Instr. Grd. Instr.
Henderson, Mason Edward, Missoula—Private.
Swapp, Robert T., Dillon—Student.
Bretz, Mary Ann, Great Falls—Student.
Bretz, Lavon Raymond, Great Falls—Student.
Johnson, Elmer Carl, Moose Jaw, Sask.—Com. & Instr.
Payne, Dorothy M., Great Falls—Private.
Plaggemeyer, Thomas L., Missoula—Private.
Raggio, Robert F., Bozeman—Private.
Roemer, John E., Missoula—Private.
Ford, James A., Missoula—Instr. on Com.
Phillips, Donald H., Missoula—Flight Instr.
Waits, Robert M., Helena—Com.
Rasmussen, Arlee A., Kalispell—Student.

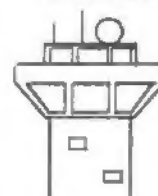
Pearson, Gabriel B., Conrad—Private.
Leigland, Salmer A., Great Falls—Private.
Casper, Wesley, Dillon—Basic Ground Instr.
Haaby, Earl S., Great Falls—Student.
Frye, Edward L., Bakersfield, Calif.—Student.
Murray, Douglas F., New Mexico.
Mooney, Melvin M., Butte—Private.
Stewart, W. Louis, Dillon—Student.
Nickelson, Albert F., Livingston—Student.
Johnson, Ralph J., Hill City, N. Dak.—Private.
Pack, Donovan D., Kalispell—Student.
Ellis, Marcia S., Great Falls—Private.
Little, Guy R., Great Falls—Private.
Brenna, Neal C., Havre—Student.
Harvey, Robert J., Culver City, Calif.—Student.
Forest, Charles W., Helena—Student.
Smith, Henry G., White Sulphur Springs—Student.
Skites, Paul J., Great Falls—Student.
Lebsack, Gerald L., Missoula—Student.
Robinson, Laird A., Missoula—Student.
Sommers, David E., Louisville, Ky.—Student.
Connerley, Alvin F., Butte—Private.
Mamuzich, Anna, Conrad—Private.
Jurva, Linda L., McCall, Idaho—Private.
Ripley, George E., Lincoln—Private.
Wood, Eddie Gene, Great Falls—Student.
Goff, Daniel C., Kalispell—Student.
Reid, Ralph L., Whitefish—Student.
DeWit, Cornelius, Missoula—Student.
Ohs, Gerald D., Malta—Rotorcraft-H/copter added to Com. & Instr. (MC).
Lueck, Robert John, Missoula—Flight Instr.
Blackburn, Loye E., Great Falls—Com.
Seven, Murrill G., Power—Private.
Coil, Floyd Thomas, Belgrade—Student.
Lookabaugh, Romney L., Bigfork—Student.
Cavill, Fred L., Huson—Student.
Barr, Richard Wendell, Missoula—Student.
Heliker, George B., Missoula—Private.
Smith, Linda M., St. Regis—Student.
Getz, Clarence D., Missoula—Com.
Ford, Robert K., Missoula—Student.
Ratkowski, Eugene, Detroit, Mich.—Student.
Danielson, Donald James, Ferdig—Student.

White, Charles I., Bozeman—Private.
 Eaton, Dellas G., Great Falls—Student.
 Dawson, Harold K., Bozeman—Student.
 Ward, Leland C., Great Falls—Student.
 Holton, Robert E., Butte—Private.
 Larson, Hollister A., Kalispell—Student.
 Kartheser, Glen, Columbia Falls—Student.
 Heywood, Spence C., Great Falls—Student.
 Anderson, David K., Geyser—Student.
 Scheimer, James J., Great Falls—Private.
 Alderson, Ivan E., Sunny Valley, Ore.—Com.
 Stonebrook, Robert E., Plains—Private.
 Burr, Dennis M., Hayward, Calif.—Student.
 Bowman, Sharon L., Belt—Student.
 Kieckbusch, Thomas W., Missoula—Student.
 Wryn, Frank B., Missoula—Student.
 Koessler, James H., Missoula—Student.
 Sharpe, Thomas R., Livingston—Student.
 Butler, Jules F., Belgrade—Adv. Gr. Instructor.
 Hebbelman, John H., Chinook—Com.
 Stroh, James Phillip, Laurel—Private.
 Humphrey, Glenn I., Big Sandy—Com.
 Kohlman, John W., Billings—Com.
 Jones, Roy J., Billings—Student.
 Cline, Harry Lester, Big Sandy—Com.
 Kenna, Howard F., Livingston—Private.
 Peterson, Thomas C., Pray—Private.
 Martin, Edison E., Sidney—Student.
 Weamer, Budd Oliver, Forsyth—Student.
 Allmaras, Joseph R., Stanford—Student.
 Kubin, Harold Al, Flaxville—Student.
 Horning, William H., Las Vegas, Nev.—Instr. on Flt. Instr.
 Elgin, James Raymond, Wapiti, Wyo.—Instr. on Com.
 Wysel, Walter G., Lewistown—Student.
 Gronswald, LaVerne E., Opheim—Private.
 Holo, Oliver L., Flaxville—Private.
 Barnard, Grant W., Jr., Billings—Student.
 Dyck, Harold R., Wolf Point—Student.
 Lund, Robert L., Wolf Point—Student.
 McGiboney, Haley E., Mosby—Student.
 Van Elsen, John A., Billings—Private.

Hoffman, Frank C., Billings—Helicopter on Fl.
 Kirkness, Richard A., Miles City—Student.
 Thomas, Richard C., Billings—MEL on Com.
 Clark, Amos C., Red Lodge—Private.
 Johnson, Daniel C., Lewistown—Student.
 Obert, John B., Roberts—Student.
 Wysel, Glenda J., Lewistown—Student.
 Barnard, Henry A., Billings—Student.
 Horning, William H., Billings—MEL on Com.
 Court, William J., Hinsdale—Private.
 Buck, Charles I., Billings—Basic Gr. Instr.
 Daugherty, Thomas R., Billings—Student.
 Lesnik, Michael E., Fishtail—Mil. Comp. & Instr.
 Lemon, James Monnill, Hardin—Student.
 Knutson, Alfred D., Billings—Student.
 Humphrey, Glenn L., Big Sandy—Com.
 Bevis, Burton Bryon, Cat Creek—Student.
 Solf, George William, Winnett—Student.
 Wiens, Donald H., Wolf Point—Student.
 Harmon, Nolan W., Bainville—Student.
 Wang, Raymond A., Plentywood—Student.
 Hendry, Jay M., Miles City—Student.
 Cox, James T., Cody—Flt. Instr. Helicopter.
 Bonacorsi, Donald G., Jacksonville, Ill.—Student.
 Holand, Swend Robert, Lewistown—Student.
 Wright, Charles D., Billings—Sr. Parachute Rigger.
 Boyce, James M., Winifred—Student.
 Hedrick, Walter H., Billings—Com. & Flight Instructor.
 Petaja, Gordon A., Winnett—Student.
 Bouvier, Robert M., Lewistown—Student.
 Johnston, Thomas A., Broadus—Student.
 Brindley, William H., Winnett—Student.
 Hanrahan, Dean Roland, Helena—Student.
 Mannen, Patrick Dale, Conrad—Power plant mech.
 Udelhoven, Jerry K., Winifred—Com.
 Stensrud, Howard C., Missoula—Student.
 Suden, Gary W., Helena—Student.
 James, Lomoiné, Helena—Student.
 McCann, Monte E., Great Falls—ASES

and Instr. added to Com.
 McClanahan, Shirley M., Great Falls—Private.
 Miller, Richard W., Geraldine—Student.
 Billmayer, James J., Hogeland—Student.
 Goerke, John Lewis, Bozeman—Private.
 Sjaholm, Stephen V., Great Falls—Student.
 Traber, Fred W., Great Falls—Student.
 Lamb, Lana I., Great Falls—Student.
 McCracken, Cresap S., Great Falls—Student.
 Luterbach, Donald H., Kalispell—Private.
 Kvamme, Roger M., Everson, Wash.—AMEL and Flight Instr. added to Com.—Glider, Rotocraft-Helicopter S-58, Instr.
 Koessler, Horace Horton, Missoula—Com. ASEL & S, Instr.
 Weatherson, Lorry A., Great Falls—Student.
 Chargin, Lawrence A., Great Falls—Student.
 Miller, Richard W., Geraldine—Student.
 Reid, Jerry R., Missoula—Student.
 Peterson, Monte K., Missoula—Student.
 Cardon, Vern R., Missoula—Student.
 Campbell, Donald P., Missoula—Student.
 Richardson, Donald L., Missoula—Student.
 Hulett, Nuel P., Great Falls—Student.
 Schneider, Frederick, Townsend—Com.
 Christiansen, Livingston—Com.
 Hardy, Thomas J., Great Falls—Student.
 Dalzell, Clifford D., Missoula—Senior Parachute Rigger.
 Jensen, Nels H., Missoula—Senior Parachute Rigger.

MONTANA TOWER CONTROLLED AIRPORT OPERATIONS



TOWER

OPERATIONS

MARCH, 1965

	Total Operations	Instrument Operations
Great Falls	11,083	777
Helena	8,817	158
Missoula	7,097	220
Billings	6,495	863

**FEDERAL AVIATION
AGENCY**

**(14 CFR 71 [NEW])
(Airspace Docket No. 65-
CE-41) "Alteration of
Transition Area"**

The purpose of this amendment to Part 71 (NEW) of the Federal Aviation Regulations is to revoke a portion of the Helena, Montana transition area.

The Helena, Montana radio range is being converted to an H facility on June 24, 1965, and the Helena L/MF range approach procedure (AL-192-RNG) is being cancelled effective that date. This will make the controlled airspace based on that facility unnecessary.

Since this amendment is less restrictive in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may become effective without regard

to the 30 day statutory period.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective June 24, 1965, as hereinafter set forth.

In section 71.181 (29 F. R. 16971 and 17643) the Helena, Montana transition area is amended by deleting "within 6 miles SW and 8 miles NE of the SE course of the Helena RR extending from the RR to 17 miles SE of the RR" from the text.

These amendments are made under the authority of Section 307 (a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

(sgd) Edward Marsh,

Director Central Region

Issued in Kansas City, Missouri on
March 30, 1965.

Genius is welcome; dependability is better.

He who would take home the prize must first be willing to run the race.

Insomnia is what a person has when he lies awake all night for an hour.

**SIDNEY AIRPORT WILL
HOLD FLYIN BREAKFAST
AND AIR SHOW JULY 5TH**

A "Fun Day" for the whole family is being planned for the 5th of July at the Sidney Airport. Light Aircraft Race to be held A.M.—General Air Show, P.M.

Watch the June issue of Montana and the Sky for more complete plans —Mark your calendars now—SIDNEY, JULY 5th.

1906, May 22, Patent No. 821, 393 issued to Wright Brothers on a Flying Machine.

1917, May 12, American altitude record is broken by Capt. W. A. Robertson, Jr., Military Aviator, at the North Island Flying School when he reaches a height of 17,230 feet.

1946, May 31, U.S. Supreme Court upholds award by the U.S. Court of Claims to a North Carolina farmer whose chicken raising business is ruined by Army airplanes operating from an adjacent airport.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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